Contents

303(d) Streams

- What is a 303(d) stream?
  - Under Section 303(d) of the Clean Water Act, states are required to develop a list of waterbodies that do not meet certain water quality standards or that are considered impaired.
- How does this affect PDEA?
  - As part of the National Environmental Policy Act (NEPA) process, NEU is required to include a list of all waterbodies in a project study area that are included on the 303(d) list in the Natural Resources Technical Report (NRTR). Only waterbodies within the study area that are impaired due to sedimentation or turbidity, or waterbodies that drain into any Section 303(d) waters that are impaired due to sedimentation or turbidity within 1.0 mile of the study area need to be included in the NRTR.
- How to determine if a waterbody is impaired:
  - Visit the N.C. Division of Water Quality's (DWQ) 303(d) List website:

http://h2o.enr.state.nc.us/tmdl/General_303d.htm

Under the "Integrated Reports (305(b) and 303(d))" heading, click on the link for the Draft 2008 303(d) List. This will open up a pdf file of the latest version of the list. The NC 303(d) list is updated every two years. Make sure to check DWQ's website periodically for updated lists & information.

NEU also has access to a GIS layer of the 303(d) impaired waterbodies. By including and turning on this layer in a project's GIS mapping, any impaired waterbodies in the project study area will be highlighted.

The recommended practice is to check this GIS layer and review DWQ's 303(d) list to insure that all impaired waterbodies in a project study area have been included in the NRTR.

Coastal Area Management Act (CAMA)

- Enacted in 1974 by the North Carolina Legislature
- Regulated by The Division of Coastal Management, N.C. DENR
- Goals: (reference http://dcm2.enr.state.nc.us/Rules/cama.htm)

  - "To provide a management system capable of preserving and managing the natural ecological conditions of the estuarine system, the barrier dune system, and the beaches, so as to safeguard and perpetuate their natural productivity and their biological, economic and esthetic values"
  - "To insure that the development or preservation of the land and water resources of the coastal area proceeds in a manner consistent with the capability of the land and water for development, use, or preservation based on ecological considerations"
  - "To insure the orderly and balanced use and preservation of our coastal resources on behalf of the people of North Carolina and the nation"
  - "To establish policies, guidelines and standards"

- Established the Coastal Resources Commission and the Coastal Resources Advisory Council
- Established the definition of a coastal area, which included the main sounds feeding the inland waterways and the limits of the act's jurisdiction on these sounds. (Refer to: http://dcm2.enr.state.nc.us/Rules/cama.htm
- Defined the activities that were exempt from the act. (Refer to:http://dcm2.enr.state.nc.us/Rules/cama.htm)
- Defined Areas of Environmental Concern (AEC's). Part 3 G.S. 113A-113
- Required all affected counties to establish a management plan that set the criteria for issuing or denying development permits. These plans had to be approved and adopted by the Commission
- Established the permitting process for these areas (CAMA Major Permit and General Permit).
- Define and oversee Public Trust Areas
- Coordinate with NCDENR/Division of Coastal Management

Coastal Barrier Resources Act

- Enacted in Oct 1982
- Purpose: to protect the delicate habitats of barrier islands, reefs, etc. from degradation due to human development
- Designated various areas as part of the Coastal Barrier Resources System and created maps of these areas for use by various agencies
- Law is regulated by U.S. Fish and Wildlife Service
- Main Point: These areas are ineligible for direct or indirect federal financial assistance for projects that might promote development.
- Reference: U.S. Fish and Wildlife Service's Congressional and Legislative Affairs, Resource Laws. Look for Coastal Barrier Resources Act in the Table of Contents.
- Reference: Coastal Barrier Resources System Maps. At the top of this webpage, there is a filter button. Click on it and designate NC as your state of interest. All of the maps pertaining to North Carolina will be listed.

GeoEnvironmental Hazardous Materials

Regulations & Policies:

Resource Conservation and Recovery Act (RCRA)

- Enacted 1976
- Principal Federal law
- Purpose is to ensure proper management of hazardous waste from point of generation until final disposal.
- 42 USC Chapter 82
- 40 CFR Chapter 1 Parts 260-265 & 266-282
- 40 CFR Section 282.83 – Approves North Carolina to Administer UST Program

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

- Enacted in 1980 and amended by SARA (Superfund Amendments and Reauthorization Act) in 1986.
- Is more commonly known as "Superfund."
- Established requirements concerning abandoned sites, liability of persons releasing hazardous materials at these sites, and a trust fund for clean up.
- 42 USC Chapter 103
- 40 CFR Chapter 1 Parts 300-374

For additional regulations that govern this subject, reference the Requesting Geotechnical Input procedure.

The Geotechnical Engineering Unit provides information to PDEA concerning hazardous materials. The report will show the location of known underground storage tank sites and other Hazardous Material sites that may impact the proposed projects. Below are the basic issues to look for.

1. Were any Superfund sites identified and located in the study area? If so, the next step would be to ascertain if the sites could be avoided by revising any proposed preliminary alignments. Discuss the issue with your supervisor, assigned roadway design engineer, and Division Construction Engineer.

2. Were other hazardous waste sites identified? If so, the next step would be to ascertain if the sites could be avoided by revising any proposed preliminary alignments. The GEU will indicate the locations on a map and those locations should be noted with respect to proximity to proposed alignments or construction limits.

3. Did the report identify any suspected problem areas or raise other issues? If so, be sure to clarify these issues with GEU and ask for more information if necessary.

The information in the report is based on a preliminary inventory of sites that have been identified and included in the database search of other state agencies (DWQ, DENR, etc) or by preliminary GIS or field mapping. A more detailed field survey will likely be conducted after an alternative has been selected and the preliminary design and alignments have been determined.

The most important thing is to be aware of any known or suspected “problem areas” that could eliminate or alter proposed design corridors or alignments. If you are not sure if a site or location has the potential to alter the selection of an alternative or a specific alignment, then the appropriate next step is to discuss with your supervisor and/or contact the GEU for further discussion and guidance. Additionally, if you are made aware of a site through coordination with local officials or other community leaders, please inform the Geotechnical Engineering Unit immediately so they can modify any report information and to determine if additional work will be required.

Indirect and Cumulative Effects and Indirect and Cumulative Impacts

Regulations

- Clean Water Act of 1972

- Endangered Species Act
- Farmland Protection Policy Act
- Environmental Justice (various regulations)
- 40 CFR 1508.7

Definitions

- Indirect Effects – a qualitative evaluation of projected change in land use or induced growth resulting from the construction of a proposed project as well as other planned projects nearby.
- Cumulative Effects – a qualitative evaluation of impacts resulting from incremental effects of past, present, and reasonably foreseeable future actions.
- Screening Indirect and Cumulative Effects (Screening ICE) – Assessment tool used in a qualitative evaluation of the projected change in land use or induced growth as a result of a project. Includes an assessment of the transportation impacts and an inventory of existing trends and conditions. Results from the screening will determine the need for an ICE Land Use Scenario Assessment.
- ICE Land Use Scenario Assessment – A more in-depth, qualitative analysis of indirect and cumulative effects that is conducted if the Screening ICE indicates the need for one. May be required to identify specific areas subject to such change, and the magnitude of the change. Will also evaluate local land use plans and regulations that may minimize the effects and impacts of change in land use. The assessment will indicate whether ICI modeling is required.
- Indirect and Cumulative Impacts - A *quantitative* estimate of the indirect effects of a transportation project and the combined or cumulative effects of the project along with other past, present, or reasonably foreseeable future development activities. The primary focus is on the project's potential to induce growth and change land use (e.g., urban and suburban growth), that could in turn affect natural resources of the study area. The recent history of NCDOT and ICI assessment has been focused on the effects to water quality and aquatic species, however, other concerns have begun to emerge including habitat fragmentation, and terrestrial endangered plant and animal species.

Where do I start?

Six months prior to scoping (see Scoping Procedures) a Community Characteristic Report is completed. This report provides an inventory of the existing community characteristics in the project vicinity including but not limited to population, local government plans and regulations, land use, residential communities, watershed plans, water resources, highway facilities and accident data. This information feeds into an ICE and a Community Impacts Analysis

(CIA) which are completed prior to Concurrence Point 2 (See Merger Process Procedure and the ICE Land Use Scenario Analysis Time Frame flowchart).

Where does an ICE fit into the NEPA Process and what information is required to begin the screening?

Near the close of the scoping process, a screening of indirect and cumulative effects begins. A screening matrix is used to rate the impacts of the project on the community characteristics documented in the CCR. In addition to the data sources documented in the CCR, others sources used for this assessment include local planning documents, field review data, discussions stakeholders including business developers/owners, and local, state and federal organizations. This screening process concludes prior to Concurrence Point 2.

What is the output from this analysis?

The results from the screening matrix will reflect a degree of concern for indirect and cumulative affects potential. If the potential for indirect and cumulative effects on projects exists, further examination of these effects is warranted. Upon completion of Concurrence Point 2 and prior to Concurrence Point 3, an ICE Land Use Scenario Assessment (LUSA) is conducted.

An ICE Land Use Scenario Assessment determines whether indirect or cumulative effects on land use and development and water quality are expected and will note any changes that could occur in the area as part of the proposed project (Build Scenario) and the changes that could occur with the project (No Build Scenario).

If further examination results in minimal indirect and cumulative effects no further ICE analysis in required. If LUSA calls for ICI modeling, inform NEU immediately.

Military Base Coordination

Introduction

Eastern North Carolina is one of the most militarily dense areas of the United States, so it is likely that coordination with a military installation will be necessary in the course of an NCDOT planning study. There are several issues that would require coordination with the military, including, but not limited to:

- Potential right of way impacts to a military installation.
- Impacts to traffic operations on or adjacent to a military installation.
- Need for surveys to be conducted on a military installation.

- Insuring that NCDOT's planning priorities and activities and those of the military are consistent.

Military Bases in North Carolina

There are nine (9) stand-alone federal military installations in North Carolina. These are listed by Division and location below.

Division 1:
- USCG Air Station – Elizabeth City (Pasquotank County)
- Harvey's Point Defense Testing Facility (Perquimans County)

Division 2:
- Cherry Point Marine Corps Air Station – Havelock (Carteret County)

Division 3:
- Marine Corps Base Camp Lejeune – Jacksonville (Onslow County)
- New River Marine Corps Air Station – Jacksonville (Onslow County)
- Military Ocean Terminal at Sunny Point – Southport (Brunswick County)

Division 4:
- Seymour Johnson Air Force Base – Goldsboro (Wayne County)

Division 5:
- Camp Butner – Butner, NC. National Guard Training Center

Division 6:
- Fort Bragg/Pope Air Force Base – Fayetteville (Cumberland/Hoke Counties)
- Camp McCall – (Richmond/Scotland/Moore Counties)

Coordination

In 2009, the North Carolina Commander's Council established Mr. Joe Ramirez with Marine Corps Base Camp Lejeune to act as the single point of contact between the military installations in North Carolina and the State of North Carolina on matters requiring coordination. The intent was to reduce confusion, increase efficiency and improve coordination between the military and the North Carolina state government. In the past, the high level of turnover and/or the transfer of military personnel have led to lapses in coordination and confusion over which office/individual to contact for the different military installations.

Mr. Ramirez will be responsible for distributing any necessary information related to NCDOT and its activities to the appropriate military personnel/office. If a project manager needs to coordinate a particular issue with any military personnel, Mr. Ramirez will provide a point of contact for the military installation

in question and will also authorize the NCDOT representative to work directly with the planning office at that military installation.

Contact Info

Joe Ramirez
Director of Military/Government and External Affairs
101 W. Pebble Court
Jacksonville, NC 28546
joe.m.ramirez@usmc.mil

Office: (910) 451-7645
Cell: (910) 459-9010

TIP Project References

Several projects that have required coordination with a military installation are listed below to provide examples of coordination for future reference.

- U-5132: New Base Entry Road Interchange with NC 24 at Marine Corps Base (MCB) Camp Lejeune, Jacksonville, Onslow County
  \\Dot\Dfsroot01\Proj\TIPProjects-U\U5132\PDEA\Project Development\Documents

- U-2519 & X-0002B: Fayetteville Outer Loop (I-295), Fayetteville, Cumberland & Robeson Counties

- U-4444: Widening of NC 210 (Murchison Road) from the Proposed Fayetteville Outer Loop (I-295) to NC 24-87 (Bragg Boulevard), Fayetteville, Cumberland County

Mitigating Impacts to Cemeteries

The Project Planning Engineer (PPE) usually finds out about the location of cemeteries from:

- site visits to the project area,
- comments from the Historic Preservation Office (HPO) in response to a scoping letter, or
- the Community Characteristics Report generated by the Human Environment Unit - Community Studies Group (HEU –CS).

In each of these circumstances, the PPE should immediately begin coordinating with the Human Environment Unit – Archaeology Group (HEU – AG). Impacts to cemeteries should be avoided. If avoidance of impacts is not possible, the HEU – AG will need to assist the PPE in mitigating the impacts. When the cemetery is either on or eligible for the National Register of Historic Places, the Human Environment Unit – Historic Architecture Group will also assist with mitigation efforts. The assessment and report will take between 3 – 6 months. The PPE will place a commitment on the Project Commitments sheet stating the general statues that will be followed for re-internment and a note to contact PDEA-AG for further coordination.

In some instances, cemeteries or human remains may be discovered during construction of a project. If this occurs, the Division Construction Engineer may call the PPE for additional guidance. The PPE should direct them to the HEU - AG for assistance. The Division Construction Engineer may also call local law enforcement if it is unclear whether the remains are recent.

The main laws used to deal with cemeteries are North Carolina General Statutes (NCGS) 65 and 70(3). These laws deal with marked and unmarked human interments respectively. When cemeteries in and of themselves constitute a cultural resource, NCGS 121-12 and Section 106 of the National Historic Preservation Act (1966, as amended) may apply. The HEU Archaeology Group will be responsible for coordinating with the State Archaeologist who then determines which general statute must be followed to mitigate any impacts.

It is important to note that if the graves are determined to be of Native American origin, the North Carolina Commission of Indian Affairs along with representatives of the affiliated cultural groups will also be a part of the consultation process. Next of kin for interments treated under NCGS 70(3) may become part of the consultation process if they can be found under procedures used by Division ROW staff.

National Scenic Byways

Regulations:

- 23 U.S.C. 131(s)
- 19A NCAC 02E.1002
- N.C.G.S. 136-122 through 136-125
- N.C.G.S. 136-129.2

Definitions:

- None

Purpose:

The Scenic Byway/Highway system's purpose is to "provide the public with the opportunity to travel on a system of roads featuring the intrinsic qualities of the State within the existing highway system."[1] The program provides money through grants for local communities or stakeholder groups to "manage the intrinsic qualities" of certain roads due to their "archaeological, cultural, historic, natural, recreational, and scenic qualities." The program was established in 1991 with the ISTEA legislation. Therefore, as stated by one of the byway leaders, "the program is about recognition, not regulation."[2] Funding is provided through the Federal Highway Administrations (FHWA) Discretionary Grants Program.

Coordination:

The Project Planning Engineer should check to see if a proposed project impacts a designated Scenic Byway/Highway. If one of these highways is impacted, the Project Planning Engineer should invite NCDOT's Scenic Byways Coordinator (currently Jeff Lackey) in the Roadside Environmental Unit to the Scoping Meeting.

Many of the scenic byways have a local management group or groups who worked together to establish a management plan for the corridor. The corridor management plan is required as part of the designation process and ensures continued public participation. The structure of these management groups will vary. Some groups are composed of municipalities, council of governments, historic preservation groups and any number of non-profit groups. The Scenic Byways Coordinator will be able to provide the point of contact for the appropriate management group and this contact information should be added to your stakeholder mailing list. The contact person should be involved early in the process. Specifically, the contact person should be invited to participate in any local officials' meeting, CIW, Public Hearing, or other public meetings for the

project. For those byways/highways that do not have a specific management group, NCDOT's Scenic Byways Coordinator will be the point of contact. The Scenic Byways Coordinator will continue to be actively involved in the project regardless of the presence of a local management group and should be invited to participate in meetings as appropriate.

There are no jurisdictional restrictions with scenic byways and no permits that are required to be obtained. However, the established corridor management plan provides for the byway's intrinsic qualities as well as the promotion of tourism and economic development by defining a maintenance and enhancement strategy. While it is important to preserve the visual and historic aspects of the designated road or highway, safety and an efficient level of service cannot be compromised. The Project Planning Engineer should familiarize themselves with the plan or those parts of the plan that will directly influence project decisions.

For additional information on the Scenic Byways Program, reference: http://www.byways.org/learn/program.html

Potential Issues:

1. The Project Planning Engineer should anticipate the potential for additional public involvement needs.

2. Context Sensitive Solutions should be employed during the design of any proposed projects due to the visual elements of the road or highway.

3. Other laws and regulations, such as Section 4(f), Section 106, and Section 6(f) may also come into play. If so, the Historic Preservation Office will be coordinated with regarding eligibility determinations and effects calls.

[1] 19A NCAC 02E.1002

[2] http://www.byways.org/learn/program.html

State Natural & Scenic Rivers

Regulations:

- N.C. General Statutes Chapter 113A, Article 3 (Natural and Scenic Rivers System

Definitions:

- Class I: Natural River Areas – free-flowing and adjacent to lands existing in natural condition, free of man-made impoundments and inaccessible except by trails.
- Class II: Scenic River Areas - largely free of impoundments, bordered by lands largely undeveloped lands. Some road access.
- Class III: Recreational River Areas - outstanding recreation and scenic values and largely free of impoundments. Some development along shorelines. More public access via roads. May also link two or more natural and/or scenic river segments.

Purpose:

This State river designation is intended to protect certain free flowing rivers or river segments having "outstanding natural, scenic, educational, recreational, geologic, fish and wildlife, historic, scientific or other cultural values." There are three river classifications: Natural, Scenic, and Recreational river areas. This classification is administered by the North Carolina Department of Environment and Natural Resources, Division of Parks and Recreation (NCDENR-DPR). A list of the river segments that are designated as natural and scenic are listed in the NCGS referenced above.

Coordination:
NCDENR – Parks and Recreation Division is responsible for administering and overseeing the river segments that have been designated as natural and scenic. However, you may also need to coordinate with NC Wildlife Resources Commission if public access issues arise.

Restrictions:

"No department or agency of the State may assist by loan, grant, license, permit, or otherwise in the construction of any water resources project that would have a direct and adverse effect on any river that is designated as a component or potential component of the State Natural and Scenic Rivers System. This section shall not, however, preclude licensing of or assistance to a development below or above a designated or potential component." Before a department or agency can authorize a construction project, they must submit a written impact statement to the General Assembly to accompany the recommendation.

Potential Issues:

These rivers are often conducive to kayaking, canoeing/rafting, trout fishing, and other outdoor activities, due to the scenic qualities of the river and surrounding landscape. Basic issues that may arise are:

- River Access - There are often river-side locations where canoes, kayaks and boats can "put-in", as well as parking along the roadsides for people participating in these activities. Refer to NCDOT's Recreational Access Memorandum of Understanding with the North Carolina Wildlife Resources Commission for guidance on how to handle access issues at bridge crossings. Care should be taken in noting official "put-in" sites (those with established facilities such as parking and ramps) versus sites that are unofficial.
- Local Economy - There may be associated river-guide/outfitting and supply stores along the rivers that depend on tourism and the existing river access. These issues should be accounted for in the project decision making process.
- Bicycle and Pedestrian Accommodations – With these areas potentially being used as tourist designations, there may be some need to accommodate both bicyclist and pedestrian activity. NCDOT's Bicycle and Pedestrian Policies should be consulted as well as the Recreational Access MOU noted above.

The Community Studies Unit routinely identifies if these activities are present in both the Community Characteristics Report (CCR) and the Community Impact Analysis (CIA). However, this information may also be found in the Long Range Transportation Plan (LRTP) and the documentation for the Comprehensive Transportation Plan for the project area.

State Minimum Criteria – NCEPA Compliance

Regulations:

- 19A NCAC 02F

Definitions:

- None

Purpose:

Transportation projects that are totally state funded must meet the requirements laid out in North Carolina's Environmental Policy Act (NCEPA). Under NCEPA there are only two types of environmental documents; State EA/FONSI or a State EIS/ROD. However, NCEPA does specify that state agencies may establish minimum criteria for its use in determining when the preparation of environmental documents is not required. This is analogous to NEPA's Categorical Exclusions.

The Department of Transportation also developed a State Minimum Criteria Checklist to assist in evaluating projects based in the requirements set out in the NCAC (North Carolina Administrative Code). The checklist can be found on the PDEA Procedures Manual page under the Document Library.

Restrictions:
There are exceptions to using minimum criteria. These exceptions are discussed in 19A NCAC 02F.0103.

Transportation Corridor Official Map Act

- NC General Statue 136-44.5 Article 2E and as amended by the 2009 General Assembly (NC House Bill H881 and S1001).
- Enacted in 1987
- Outlines the process for preserving transportation corridors for future roads
- Under certain conditions, allows early right of way acquisition
- Main part that applies to PDEA is the stipulation that, NCDOT has 1 year to begin work preparing the planning document for the project once the map has been approved.

Water Quality

Regulations:

- G.S. 143-215
- NCAC Title 15A, Chapter 2
- North Carolina Environmental Policy Act
- National Environmental Policy Act
- Clean Water Act

Definitions:

- http://h2o.enr.state.nc.us/csu/freshwater.pdf
- Water Supply Watershed I – Most restrictive classification
- Water Supply Watershed II
- Water Supply Watershed III
- Water Supply Watershed IV
- Water Supply Watershed V – Least restrictive classification

General:
The N.C. Division of Water Quality (DWQ) is responsible for monitoring the state's surface and ground water with regards to quality. The Project Planning Engineer obtains information on water classifications and designations from GIS, the Natural Resources Technical Report (NRTR) and the Community Characteristics Report (CCR). Water quality information is used in the indirect and cumulative effects (ICE) screening and analysis and in the community impact analysis (CIA). All of the reports mentioned are initiated using the Environmental Input Request (EIR). For additional information on schedule and time constraints in submitting the EIR, refer to the Scoping Process.
Below is basic information on usage classifications, water supply watersheds, and water supply intakes.

Water Usage Classifications

The NC Division of Water Quality (DWQ) assigns all surface waters in North Carolina a primary classification for the use of that water, which is an indication of water quality. All waters must at least meet the standards for Class C (fishable / swimmable) waters. The other primary classifications provide additional levels of protection for primary water contact recreation (Class B) and drinking water (Water Supply Classes I through V). The water usage classifications can be found at:

http://portal.ncdenr.org/web/wq/ps/csu/classifications

The water quality designation of a stream, wetland or other body of water is important as it relates to the potential indirect & cumulative effects (ICE) stemming from the proposed project. Specifically, could the proposed project spur new development or change development patterns in the general vicinity and thus promote additional stormwater runoff and increase the threat of water quality degradation.

Water Supply Designations

The Water Supply Watershed program was established as a means of safeguarding water quality by protecting the lands surrounding public drinking water sources. This is accomplished through managing and restricting land use and development activity in the vicinity of public water supply intakes. The N.C. Department of Environment and Natural Resources (NCDENR) manages the Water Supply Watershed Program.

Water Supply Watersheds are comprised of two subareas; the “critical area” and the “balance of the watershed”. The “critical area” surrounds the “intake” for a regional public water supply, with the “balance area” comprising the remainder of the water supply watershed. As a unit, these designated areas are intended to protect water quality by restricting development on the lands within the watershed and the critical area (approximately one half-mile area surrounding the “intake”) of a water supply intake location. Land use within the entire watershed is restricted, with the critical area being tightly controlled with few permitted uses and in many cases left totally undeveloped. These restrictive land use regulations are intended to allow the natural landscape to retain the ability to filter stormwater runoff and keep it as clean as possible for use by the public as source of drinking water.

Potential Issues:

Potential impacts to a proposed project include but are not limited to:

- possible limitations in the location of proposed alternatives
- restrictions in the amount of disturbance permitted within the boundaries of the WSWS
- greater use of BMP’s for road construction and post construction runoff
- restriction of access points (intersections/interchanges) within the boundaries of the water supply watershed

In addition, there are other supplemental classifications for surface waters which may have some effects upon the project decision making process:

- Future Water Supply (FWS)
- High Quality Waters (HQW)
- Outstanding Resource Waters (ORW)
- Nutrient Sensitive Waters (NSW)
- Trout Waters (TR)
- Swamp Waters (Sw)
- Unique Wetland (UWL)

Identifying the presence of these areas early in project development is particularly important for the Community Impact Assessment (CIA) and the Indirect & Cumulative Effects (ICE) analysis that Community Studies conducts as well as project permitting.

Water Supply Intakes

Water supply "intakes" are specific points where water is drawn from a river or lake for use as a public drinking water supply. Water supply intakes are located within the boundaries of the "Critical areas" of Water Supply Watersheds. The regulations that govern the "Critical Area" are designed to protect water quality through highly restrictive land use and development restrictions. The critical areas are the most protected portion of the water supply watershed and are specifically intended to guard the public drinking water supply intakes.
As with the water supply watersheds, identifying the presence of these areas early in project development is particularly important because of impacts to proposed project alignments being studied.